

## **APPENDIX D**

### **CRITERIA FOR COUNTY ROADS AND CITY STREETS**

#### **Jurisdiction: “Legal Systems”**

##### County Primary Roads, Defined

The Primary Road System is composed of roads of the greatest general importance to the county. County primary roads are selected or developed in accordance with the following criteria:

- Cities, villages, unincorporated places, major resort and recreational centers are points of traffic interest because of the economic and cultural importance. These activity centers may connect to state trunklines, more-important populated centers, and to each other.
- In the rural agricultural areas, the activity centers may be connected by extending the roads in the four cardinal directions.
- In sparsely-populated areas, the routes may follow existing diagonal roads but should be so located as to provide a minimum of mileage and still serve the existing and potential uses of the land.
- Collector–distributor or feeder routes, supplementing the basic grid to provide complete access to activity centers and to provide adequate intra-county mobility, should be laid out on a rectangular grid pattern. Although traffic volumes may serve as a guide in the selection of a route, they are not necessarily a controlling factor.
  - In rural agricultural areas, routes should be spaced from three to four miles apart.
  - In highly-developed residential areas surrounding metropolitan centers, routes spaced one mile apart may be justified.
- Topographical conditions could be considered in the selection of each roadway section. In general, lake shore development may require primary routes around the lake and wide rivers may require routes along both sides. The location of large industries, trade centers, public institutions, parks, and so forth, may also increase the need for additional routes.

In order to ensure a statewide integrated system of primary routes, adjacent counties should coordinate their efforts in establishing intercounty roads.

In addition to county primary and local roads, the Act 51 county formula refers to “urban” mileages. These are county roads located within the federal-aid urban boundary.

### Major Streets, Defined

Major streets are those city and village streets of the greatest general importance to the municipality. This classification of streets was originally selected by the governing bodies and approved by the State Highway Commissioner under the provisions of Act 51 of P.A. of 1951.

In the interest of facilitating current traffic demands, cities and villages may request an addition to the classification of their Major Street System. Each request is field-reviewed by a staff engineer of the Department’s Transportation Planning Services Division. This review is followed by a discussion with the city or village officials concerning the merits of the requested change, as well as an analysis of the function of the existing Major Street System. The approval for the addition of a Major Street is based upon the unique characteristics of each city and village with respect to relative traffic volumes, area service, and conformance with the criteria contained in this manual.

On the basis of the above, streets carrying relatively-high traffic volumes in serving one or more of the following may be considered for addition to the Major Street System:

- Streets that provide extensions to State Trunk Lines or County Primary Roads in facilitating through traffic.
- Streets that provide an integral network to service the traffic demands created by industrial, commercial, educational, or other traffic-generating centers.
- Streets that provide for the circulation of traffic in and around the central business district.
- Streets that are designated as truck routes.
- Streets that collect traffic from an area served by an extensive network of Local Streets.